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INFORMATION

CENTRAL INTELLIGENCE AGENCY

25X1

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S-E-C-R-E-T

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Norilsk Metallurgical Combine

1. The Norilsk Metallurgical Combine controlled the nickel mines, coal mines, enrichment plants, truck and rail transport, food shipments from the south and their distribution, and the varied service industries and economy of Norilsk and its environs. The combine was established in 1933, shortly after the Soviets began to administer the Taymyr Peninsula. Mineralogical expeditions had discovered rich mineral deposits in various places in Taymyr, especially nickel and copper, and specialists and forced labor were sent out to exploit them. Because of the permafrost soil in the area and the resulting lack of forests which could provide fuel wood, industrial activity could not be started until adequate supplies of coal were discovered. The most extensive coal deposits were found at Norilsk, on the east bank of the Yenisey River. When coal production had become sufficient, construction on nickel mines and concentration plants was started. Expansion of the mines and plants continued even after the Soviets claimed that Norilsk was the foremost nickel producer in the world and second in copper production. 25X1 25X1

2. In 1953-1954, there was talk among official circles in Norilsk that the Norilsk industries would soon be named one of the great constructions of Communism (velikaya stroyka communisma) and would receive the best machinery and equipment in the USSR. The USSR would have larger investments for building up the Arctic-Siberian industry than any other section of the USSR.

3. On page 8, there is a list of material and machinery shipped to Dudinka in 1953 for use in the Norilsk Combine.

S-E-C-R-E-T

STATE	ARMY	NAVY	AIR	FBI	AEC	ORR	
X	X	X	X			X	

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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4. The Norilsk factories and the town which grew with them were located in an uninhabited tundra. There was no road or water connection with the outside world, and, in the early years, it could be reached only by reindeer caravan. An airport was located at Norilsk, which could accommodate four to six-ton aircraft. During winter, extensive air transportation was supplied by the Polar Aviation Administration (Polyarnaya aviatsiya).

Administration of the Combine

5. Construction of the Norilsk mines and their labor supply were under the control of the MVD. The economic and administrative control of the MVD was so complete that the Gosbank auditors had no right of review. In 1953, the administration of the combine was transferred to the Ministry of Metallurgical Industry, and, in 1954, to the Ministry of Nonferrous Metallurgy. The headquarters of the combine was located at Norilsk, and its chief for several years was its former chief engineer.

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Labor

6. The total Norilsk labor force was approximately 200,000, of which about 40,000 were women and 80,000 prisoners. The number of prisoners was decreasing, and the number of free workers rising. A large number of the free workers were exiles from the Baltic republics, but there were workers from all parts of the USSR and abroad. Numerous exiles and freed prisoners, who could not leave the area, continued in the combine as specialists, administrators, and transport workers. The labor force at the Norilsk Combine was originally composed of prisoners and exiles, but later the Soviets began to recruite free workers, particularly specialists from the south. The native population, which was primitive and ungifted, was not employed at the combine.

7. Free workers signed a three-year contract and received free transportation to their place of employment for themselves and their families, a subsistence allowance for the duration of the trip, and a transportation allowance of 200 kgs of personal goods per person. Free workers also received longer summer vacations than prescribed by law and every third year could take a trip home at government expense. Salaries at the combine were much higher than those paid by other northern employers, such as the municipal government and trade organizations. During the navigation season, the work day was lengthened to ten hours throughout the combine (sic: See paragraph 17) and Sunday was generally a work day. Payment was received for overtime but not at a higher rate. Those who preferred to work instead of taking vacations were given double pay for their vacation periods. Since exiles could not leave Dudinka even for vacations, most of them preferred money to free time.

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8. Free and exiled labor were paid according to the same wage scale. Party members, however, received the best available housing, social activities were arranged for them, and they had more freedom in selecting their place of work. After Party members, Komsomol members, free non-Party workers, former criminals, and political exiles or freed political prisoners received preference in that order.

9. In spite of the extra benefits offered free workers, a serious labor shortage existed because of the severe climate, housing shortage, and monotonous and expensive food. The Soviets, therefore, resorted to forced labor. The labor force in the nickel and coal mines consisted entirely of prisoners, political and criminal. Prisoners generally received the same pay as free workers of their trade, but their work day was one or two hours longer. The greater portion of their salary was withheld for food, clothing, and housing. A maximum of 150 rubles per month was given each prisoner for tobacco and extra

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food purchases. The balance was credited to the prisoner, to be given to him on his release. The Soviets attempted to raise the low level of the prisoners' labor productivity by giving a three-day reduction in sentence for each day of excess productivity to those prisoners who exceeded their work norms by 151 percent. This led to various deceptions in production recording; prisoners seldom fulfilled the percentages with which they were credited. A complex wage system made many crooked practices possible also in the payment of free workers, and so-called combinations in the issuance of work specifications and wage scaling were used freely. Local officials, however, were more concerned with plan fulfillment, upon which their careers depended, than with the amounts spent on labor compensation. In view of the climate and other difficulties, completion of the plan was theoretically impossible.

The Town of Dudinka

10. Dudinka (N 69-25, E 86-10) was established in approximately 1600 and became a city in 1950. It was named after a fur trapper called Dudin, who had built his cabin on the shore of the Yenisey near its junction with the Malo-Dudinka River (sic). The settlement began to grow when it was selected for the port of Norilsk. In 1954, the population was about 35,000; accurate population figures had not been released. The town was growing rapidly, and some years ago a city plan had been issued whereby the most important areas were reserved for the needs of the Norilsk Combine. Many of the most important sections of the combine were located in Dudinka. (See list of Dudinka sections of the Norilsk Combine on page 10.)

The Dudinka Harbor Directorate

11. [redacted] 25X1

12. Dudinka Harbor Directorate's subsidiary organizations contained 12,000 officials and laborers. These were hired and separated at labor offices in Dudinka. There were two such offices, one for specialists and higher officials, another for ordinary labor. Sr. Lt. of the MVD Mosin (fnu), who directed these offices, was generally hated for his combinations and dishonesty. "Lies like Mosin" was a common saying in Dudinka. The labor offices kept the work records of all employees, and the archives were large. When an ordinary employee joined the combine, he had to fill out a six-page questionnaire, but the would-be official filled out a 36-page questionnaire, covering hundreds of questions, which required about three days to answer. In addition to the detailed life story of the applicant, the questionnaire included questions on relatives and parents back to great grandparents. The questions were designed to reveal the applicant's past, social origin, family position, and opinions. Many questions were on possible relatives abroad, their situation, profession, opinions, and correct address. It was also necessary to give the labor office a written agreement that the signer, on pain of severe punishment involving ten to twenty years in prison, would keep secret everything he learned about while working under the MVD.

Rail Transportation from Dudinka

13. There was no railroad south from Dudinka. The region south of Dudinka is mostly swampy, with thousands of small lakes, and for this reason it was considered impossible to build a railroad from Krasnoyarsk to Dudinka.

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14. Railroad traffic was restricted to freight and passenger movement between Dudinka and Norilsk, along a 120-km, single-track, Soviet-gauge railroad, originally constructed as a narrow-gauge line in 1939-1941. Copper, nickel, and uranium ore were transported on this line from Norilsk to Dudinka. The line had many accidents and interruptions because of poor equipment, drunken employees, thawing of embankments, overloading of track, and, in winter, breaking of rails during severe frosts, which was a common occurrence. The line was once built without major land fill by setting the ties directly in the earth and attaching the rails. The permafrost on the Taymyr Peninsula thaws to a depth of about 40 cm, and, for that reason, the top thawed layer will often slide at the frost line. Locomotive equipment in Dudinka, in 1954, included eight switching engines for assembling trains in the yards and about ten freight locomotives. Norilsk probably had the same number of switching engines. The rolling stock consisted largely of about 110 old 12-ton, open freight cars, but recently 40 Tatra 60-ton freight cars were received, of which some had pneumatic Kippi (sic).[2] Trains generally consisted of 10 to 12 large freight cars or 30-35 of the smaller cars; locomotives were used at both ends. Fuel used on the railroad was coal from Norilsk. In recent years, however, complete electrification of this railroad was planned, and, in 1953, nine electric locomotives made in Novosibirsk (sic) were sent to Norilsk. The electrification plan was made by Eng. Capt. Lazarev with help from others, and the intention was to complete electrification toward the end of 1957. Locomotives and cars were repaired in the Dudinka depot. A smaller rolling stock repair shop was located in Norilsk.

15. In the near future, there were to be rail connections from Novosibirsk to Yakutsk, and it was planned to join the Norilsk industries to this railroad network. In this connection, plans had been made for a railroad tunnel under the Yenisey, and it was understood that construction had begun. [redacted] 25X1
[redacted] a technological discussion of the construction of the tunnel, according 25X1
to which many props were unnecessary, because the area had permafrost to a depth of 200-250 meters. The earth to be excavated was thawed with steam, and the earth removal was accomplished with machinery similar to coal mining combines. After excavation, the tunnel wall was reinforced with concrete. The construction of this railroad was kept very secret, and the route was not yet known in the north. In early 1954, a motor vehicle depot of about 300 trucks was established in Mitskurinsk (sic), which might indicate that the line should pass somewhere near this town. The head of the depot was the former head mechanic of Dudinka Harbor, Kletskiy (fnu).

River Transportation

16. Ship traffic on the Yenisey River provided the main transportation between Norilsk and other parts of the USSR and, in spite of severe climatic conditions, was capable of supplying the Tyamyr Peninsula industries and population with the necessities of life. This was a large task as the area produced no crops, vegetables, livestock products, or other commodities of general use. The growing industries of the Arctic areas required the import of many types of machinery, equipment, and raw materials, and the lack of roads and railroads made ship and barge transport necessary. Many passenger ships which also carried freight, mostly package goods, plied between Dudinka and Krasnoyarsk. The largest of these was the IOSIF STALIN, a modern motor ship; the older sidewheel steamers included the ORDZHONIKIDZE, MARIYA ULYANOVA, and V. M. MOLOTOV. These ships carried 300 to 600 passengers. The IOSIF STALIN made the trip from Krasnoyarsk to Dudinka in five and one-half days, the others in seven days. The Dudinka-Krasnoyarsk run, against the current, took the IOSIF STALIN seven days, the other ships ten. In August 1954, three large motor-diesel ships arrived via the Arctic Ocean for service between Krasnoyarsk and Dudinka. The ships were constructed in Germany and had a carrying capacity of perhaps 5,000 tons. It was said they had accommodations for 600 passengers and were to enter service during the navigation season of 1955.

17. Barge caravan from Krasnoyarsk to Dudinka was the most important means of freight transport. In recent years, the river fleet had received several self-powered, diesel motor barges of 4,000-6,000 gross registered tons, but tug-towed barges, averaging six to eight barges in a tow, still predominated. The barges were generally wooden and about 3,000 to 5,000 tons capacity. The

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shortage of river transport equipment was severe, so loading and unloading was speeded to the limit, regardless of cost. Each barge had a specified lay-over time, and if it was not free in that time, the Harbor Directorate had to pay 3,000 to 5,000 rubles a day for overtime. So many prisoners and other labor were used in loading and unloading that they were frequently in each other's way. Machines of all kinds were used in loading and unloading in liberal quantities, and work went on in three shifts without pause throughout the navigation season. Naptha and other liquid fuels were transported by 6,000-ton tank barges. Lighter barges, fitted with six cranes, were also used.

18. When necessary, local officials could order members of the local populace not ordinarily employed by the combine to perform unloading tasks. It was particularly necessary in late fall when barges carrying potatoes and cabbage arrived. These cargoes had to be stored immediately as protection from the frost, and, if frost threatened, all the work force of Dudinka from the municipal government, hospitals, schools, and offices, both men and women, were drafted to help in the unloading. Cabbage and potatoes were not sold to individuals or organizations not actively participating in unloading. In spite of this incentive, the cargoes were frequently damaged by frost, particularly because of the lack of adequate sheltered storage space.

Sea Transport

19. Five to six sea-going ships from the Kara Sea, which had circled the Scandinavian peninsula, stopped at Dudinka. They were all Soviet ships and included the ADMIRAL NAKIMOV and the MENDELEYEV. Foreign ships were not permitted to stop at Dudinka, on their way to Igarka, where there was a large sawmill producing lumber for export. Sea travel had a shorter season by one and one-half months than river travel, as the Kara Sea opened later in spring and froze earlier in fall than the more southerly portions of the Yenisey. Ships from the Arctic Ocean to the north brought machinery, equipment, and food from the ports of Riga, Tallinn, and Leningrad. As return cargo, they carried preserved fish from Dudinka and Ust Port fish canneries, furs, preserved reindeer meat, metals, and other produce of the region, and filled their coal bunkers at Dudinka's coal harbor.

20. The harbor at Dudinka had docks totaling two and one-half km and six cranes of Hungarian manufacture, with capacities of five to 16 tons. The harbor was strictly guarded and separated from the town by a barbed wire fence. In the harbor area, each employee had to have a pass with his photograph.

The Navigation Season

21. The Dudinka meteorological station made forecasts of the spring breakup and water levels on the Yenisey River near Dudinka, each year, beginning in 1929. Usually, the ice departed Dudinka between 25 May and 15 June. The breakup was strong and smashed all harbor installations left to the flood waters. The breakup and flood on the southern Yenisey caused a great ice mass pressure toward the north, forcing the ice at Dudinka, which was two meters thick and had not melted, to break up and jam into massive dams. The water level rose up to 12 meters above its usual level, and the ice masses were shoved far and high above the shore. Because of this, no permanent buildings could be constructed near the river, and the harbor railroad had to be rebuilt each year. In 1953, during an average breakup, many dwellings near the bank were destroyed, and the Dudinka Naptha and Benzine Depot would have been destroyed completely if the water had risen one-half meter higher. In recent years, attempts were made to prevent ice jams by explosive mining and bombing from the air.

22. Ships and barges in Dudinka had to return to Krasnoyarsk and its nearby docks in the beginning of October, as the freeze-up could occur astonishingly fast. In fall 1953, an entire barge caravan froze fast near Igarka. In spite of salvage workers brought in from all over the region, only a portion of the caravan was salvaged, and tens of tractors, trucks, and other machinery sank when the barges were crushed by the pressure of the ice. The duration of the shipping season in the latitude of Dudinka was from 10 May to 1 October.

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Frequently, spring came late, and the first ships from the south would arrive in Dudinka about 20 June. The barge caravans usually had time to make three or four round trips from Krasnoyarsk to Dudinka.

Air Facilities

23. An airport was located on a peninsula between the Yenisey and Malo-Dudinka Rivers. The field was 800 x 1,700 meters and quite flat. The runway was a narrow, straight strip in a north-south position. Large planes could land only if flying into a strong wind. The field did not have a hard surface and, when the fall rains began in August, was difficult to use. After the ground froze at the first of October, the field could be used until spring. The field was only approximately four meters above the normal level of the Yenisey and was under water during the spring breakup and flood. The field was not dry enough for use until the end of June. Airport buildings for traffic direction, radio station, and meteorological service were located on the east side of the field. Approximately 20 dwellings for airport personnel were also located on the edge of the field.

24. Dudinka Airport was under the Polar Aviation Administration (Polyarnaya aviatsiya), but occasionally Aeroflot and Soviet Army aircraft landed there, the latter sometimes on training flights. There were no military airfields at Dudinka.

25. A seaplane base was located about two kilometers north of Dudinka, on the west bank of the Yenisey. Two or three single-engine aircraft were in use for transportation to nearby destinations, as they could land on the tundra lakes.

Local Transportation in Dudinka

26. Passenger travel in town was served by a single 25-passenger bus at the beginning of 1954. This bus carried passengers three km from the edge of the town to the railroad station. There were no taxis. For transport of the sick, the Taymyr Okrug Hospital had an ambulance, beginning in 1954. In addition to the Chief of the Harbor Directorate's official car, there was one private car, and it had been useless for a couple of years for lack of spare parts. Motorcycles were sold in recent years, and there were perhaps 30 in use in the town.

27. Transport of goods was provided by the combine's motor vehicle depots. The motor vehicle depot had about 45 two and one-half ton trucks and two three-axle, six-ton trucks. The depot also had 40 tractors, mostly Stalinets models. Much of the equipment was unfit for use because of the need of repairs and spare parts. Both prisoners and free workers were employed as truck and tractor drivers. Because of heavy snowfall and blizzards, the town's streets were often impassable for vehicles; for this reason, horse and ox-drawn vehicles carried a significant part of the goods. The horse depot had about 50 horses and 35 oxen. Horses were used in temperatures down to -38 degrees centigrade and oxen down to -42 degrees centigrade.

Dudinka Sawmill

28. A sawmill was located approximately four km east of the center of Dudinka and was subordinate to the Dudinka Harbor Directorate under the Norilsk Combine. The mill included the following sub-sections:

a. Office: Director, head engineer, planning section, work and salary section, technical section, and bookkeeping section.

b. Sawmill No. I: Two GG S-2 saw frames, ø 600 mm.
Two R-6 saw frames, ø 600 mm.
Two railroad tie saws.

c. Sawmill No. II: Two GG S-2 saw frames, ø 600 mm.
Two R-6 saw frames, ø 600 mm.
One Mihcma edging saw.
One "Spontting" and planing machine, four-bladed.

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d. Sawmill No. III: One Bolinder fast frame, ∅ 750 mm. [redacted] 25X1
One Bolinder fast frame, ∅ 750 mm. Soviet manufacture.
One Mihoma edging saw.

e. Central repair shop: The shop employed 30 to 35 mechanics and contained the following equipment:

One DIP-200 lathe.
One 2001 lathe.
One level plane machine.
One vertical drill press, ∅ 18 mm.
Two complex electric welding machines.
Spare saw frames and other machines necessary to the sawmills.

Each sawmill had its own small repair shop and office.

29. The sawmill had a work capacity of 400,000 cubic meters of round timber each year. Timber arrived in rafts from southern Siberia and was lifted ashore by means of Bolinder type of cranes. Finished lumber, chiefly one-inch boards, planks 60 x 100, 80 x 120, and 80 x 200 m., was mainly sent by rail to Norilsk; about eight percent was used in construction in Dudinka.

Climatic Conditions

30. The mean temperature in the Dudinka area in January was -42 degrees centigrade and in February was -44 degrees centigrade; the temperature occasionally dropped to -72 degrees centigrade. Strong northeast winds blew throughout the winter, with occasional blizzards lasting several days. During the blizzards, street traffic ceased, and schools and places of work were closed, since movement outdoors became practically impossible. During the winter, thousands of prisoners and much mechanical equipment were required to keep the roads passable. The polar night lasted for three months, with only a short period of twilight in the middle of the day. In summer, however, the sun did not sink below the horizon. The ground was frozen to a depth of 250 meters and thawed to a depth of 40 centimeters in the summer.

Food Supplies

31. Food on the Taymyr Peninsula consisted mainly of black bread, canned fruit and fish, and 190-proof alcohol. Scurvy and rickets among children were common. Vodka and other alcoholic beverages were available only during the shipping season, as the low temperatures in the area prevented them being stored. White bread was sold only to a very limited extent, usually on days preceding important political holidays. Wheat flour was not sold in stores, and people could not remember it ever being sold. One to one and a half kg of wheat flour could be obtained at one's place of employment before public holidays. Sugar was quite often available in the stores during 1952-1954, at 12.5 to 16 rubles per kg. Potatoes and cabbage in limited quantities were the only vegetables available and only during a short period in fall when supplies arrived from the south. It was necessary to lay in supplies for the year in the fall, and since storage facilities were poor, much of the food spoiled. Milk was 10 to 12 rubles per liter, eggs five rubles each, and few people could afford them. Butter and meat were rarely available in the stores, and fresh fish was never sold in the stores. Fish could sometimes be purchased from private fishermen at about the same price as butter (sic). Two sovkhozy were experimenting with cattle raising but so far results had been negligible.

[redacted] Comments 25X1

1. Zverev has been reported to be a brother of Arseniy Grigoryevich, the USSR Minister of Finance. [redacted] According to other information, however, the director of the combine is Technical Col. Vladimir Aleksandrovich Zverev, and the difference in patronymic would indicate they were not brothers. 25X1

2. This is possibly a tipping device, from the German kippen (to tip).

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Shipments to Dudinka

Following is a list of materials and machinery which were sent by barge from Zlobino Base, Krasnoyarsk, to Dudinka warehouses in 1953. The materials had arrived during the winter at Zlobino Base, Krasnoyarsk, and were sent to Dudinka for transmittal to Norilsk. An expeditor accompanied cargoes from Zlobino, and he turned cargoes over to the receiving engineer at destination along with bills of lading and charges.

1. Round, angular, sheet, L and I shaped steel, marked Stal-3, 5, 7, 10, 12H (sic: possibly Kh), many thousands of tons.

2. Railroad rails: Normal, concrete steel, diameter 12, 16, and 25 mm.

3. Alloys: Babbit 16, Babbit 83, brass, bronze, aluminum, duraluminum, and Pobedite (for lathe cutting bits).

4. Ebonite, bakelite, tekstolite (sic), plywood, plastics, glue materials, casein, acetone, turpentine, mineral spirits, lacquers, and other chemical products.

5 Winch machines, cone shaped brake belts, electrical conductors and cables, lighting circuit supplies, and armatures. Water pipes, 1 inch-12 inch diameter, waterpipe (?) armatures, nails, machine and woodscrews, and other construction materials.

6. DIP 220 metal lathes: 1750 mm. between centers; center height 185 mm. (The above were made in the USSR.) Eight lathes arrived in 1953.

7. Metal milling machines: Cincinnati Universal, made in USA. Two arrived in 1953.

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8. [redacted]

9. Alternating current electrical welding machines: Elektrosila models, made in Leningrad, arrived in 1953, about 80 complexes with transformers.

10. Stalinets tractors: Caterpillar tracks, 80 hp; 22 received.

11. Trucks: Two and one-half-ton Molotov factory product; 16 received.

12. Trucks: Six-ton, three-axle, ZIM marks; three received.

13. Used buses: Forty passenger, Soviet manufacture, ZIM marks. These were used formerly in Moscow and when they changed to large models, the old ones were sent to Norilsk for city transport.

14. Electric locomotives: Four-axle, 2,000 hp, Soviet made; nine received.

15. Stalinets excavators: One and one-half cubic meter bucket, self-propelled, caterpillar-tracked; four received.

16. Czechoslovakian Tatra railroad cars: Sixty-ton, for coal transport Norilsk-Dudinka, hopper-type; 16 received.

17. Small electric mining locomotives: 600 hp. Made in Kuybyshev factory (sic).

18. Bolinder-type saw frame: Two-story, first turning bar (drive shaft?) diameter 750 mm for logs. Ilich marks, made in Moscow at Zavod imeni Ilicha (sic), a complete plagiarism of saw frame [redacted] 25X1
[redacted] one received in 1953. 25X1

19. Mihoma edging saw: [redacted] 25X1
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20. Framesaw: Made by Kuybyshev factory, "R-6" marks, one and one-half stories, two drive shafts (turning bars), for 600 mm diameter logs; three received.

21. Automatic saw sharpeners: Made at Zavod imeni Ilicha. Complete copy of Bolinder automatic sharpener.

22. Electric motors: 64 kw, Stromberg factory; three received.
Electric motors: 60 kw, Siemens factory; three received. Tens of smaller motors of German, Czech, and USSR make,

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23. Mineralogical microscopes: 20,000 power.

24. Mineralogical spectroscopes.

25. Electric meters, ammeters, and milliammeters.

26. Pyrometers: 600-3000° C, several hundred, staff shaped.

27. Self-registering pyrometers: Diameter about 400 mm.

28. Meteorological instruments, thermometers, hygrometers, barometers, and anemometers: Hundreds of items.

29. Metallurgical electrodes: 1- 1200, diameter 1400 mm; thousands of items.

30. Tools for metal workers, carpenters, painters, and electricians.

31. Laboratory equipment for chemists and mineralogists.

32. Radio sets for radiofication of kholkozy: About four kw power. These had a six-tube superheterodyne receiver, transmitter for voice or code, and a record player. Made in the USSR.

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The Organization of the Dudinka Harbor Directorate, Norilsk Combine

Number	Name of Organization	Duties	Type of Workers
1.	Dudinka Harbor Directorate (Upravleniye Dudinskogo porta)	Transmit orders from the head of Norilsk Combine to subsidiary organizations and supervise their execution.	Free
2.	Technical Section (Tekhnicheskiy otdel)	Work on technical projects; making and safe-keeping of drawings; technology.	Free and exiled
3.	Planning Section (Planovyy otdel)	Assign tasks according to the budget plan and report on their fulfillment to planning section in Norilsk	Free
4.	Finance Section (Finansovyy otdel)	Supervise planned budget fulfillment, economy in use of government supplies, and control the monetary affairs of subsections	Free
5.	Head bookkeeper (Glavnaya bukhgalteriya)	Keep books of harbor administration and supervise bookkeeping of subsections by means of its auditors.	Free
6.	Labor Section for Leading Workers and Engineer-Technical Workers. (Otdel kadrov dlya rukovodyashchykh i inzhenerno-tekhnicheskykh rabochykh)	Recruit specialists, determine their competence; keep work records, made work agreements.	Free
7.	Workers' Labor Section (Otdel rabochykh kadrov)	Recruit workers for harbor administration, keep records, make work agreements.	Free
8.	Stevedoring Section (Gruzovoy uchastok)	Unload incoming freight and transport to warehouses; load railroad freight cars for transport to Norilsk; load departing ships and barges.	Prisoners, exiles, and free
9.	Chief Dispatchers Section (Otdel glavnogo dispetchera)	Supervise and plan loading and unloading of moving stock such as ships, barges, railroad cars through dispatchers attached to subsections; also supervise transport by motor vehicle and horses.	Free
10.	Food and Consumer Goods Depot (Baza PPT - Baza pitavykh promyshlennykh tovarov)	Store and preserve food and consumer goods for sale by the stores of the combine. Had a two - three years' supply.	Free, exiles, and prisoners.

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Number	Name of Organization	Duties	Type of Workers
11.	Technical Material and Equipment Depot (Baza tekhnicheskykh materialov i oborudovaniya - Baza TMiO)	Storage at Dudinka of technical material and equipment needed for Norilsk activities and transmittal of same to Norilsk.	Free and exiles.
12.	Harbor Maintenance (Snabsheniye porta-Portsnab)	Technical supplies, machinery, building supplies, procuring for use of subsections of Dudinka Harbor Administration.	Free and exiles.
13.	Dudinka Construction Office (Dudinskaya stroykontora)	Construction work on harbor installations and buildings of the trust in Dudinka.	Prisoners, exiles, and free.
14.	Wood Materials Section (Lesnoy uchastok)	Dismatele rafts floated in from south, load round timber on railroad cars for Norilsk, and deliver wood to sawmill in Dudinka.	Prisoners, exiles, and free.
15.	Dudinka Sawmill (Lesozavod upravleniya dudinskogo porta), three sawmills and central repair shop.	Saw boards, planks, beams, flooring, and roofing for construction work in Dudinka and Norilsk.	Prisoners, exiles, and free.
16.	Water Transport - River Transport Section (Otdel vodnogo transporta)	Responsible for questions of organizations connected with river transport, prepare technical drawings for ship building, and assign tasks to Dudinka shipyards.	Exiles and free
17.	Shipyards (Sudoverf)	Build and repair barges, repair tugs, clean boilers, repair diesel motors.	Exiles, free, and prisoners.
18.	Railroad Junction (Zheleznodorozhnyy uzel)	Railroad travel between Dudinka and Norilsk.	Exiles, free, and prisoners.
19.	Railroad Depot (Zheleznodorozhnyy depo)	Repair locomotives and cars.	Free, exiles, and prisoners.
20.	Coal Section (Ugolnyy uchastok)	Receive coal from Norilsk and deliver it to users in Dudinka and to steamships.	Prisoners, free, and exiles.
21.	Petroleum Warehouse (Neftebaza)	Receive naptha, benzine, petroleum, kerosene, and lubrication oil cargoes; deliver them to Norilsk or Dudinka consumers.	Exiles, prisoners, and free
22.	Trade Section (Torgovyy otdel). Activities in Dudinka: Meat refrigeration, food warehouse, consumer goods warehouse, clothing sales, sewing, footwear repair, bathhouse, hotel, three restaurants, 20 retail stores, slaughter house, and kiosks.	Food and consumer goods import and sales; operation of stores, including special stores with better goods reserved for combine officials and MVD personnel.	Free and exiles

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Number	Name of Organization	Duties	Type of Workers
23.	Repair and Machine Building Subsections: Mechanical section, lathe and milling section, mechanical forge and machine pressing, wood model section, foundry, precision instrument repair, scale and measuring apparatus repair, office machine and clock repair, and acetylene cutting and welding section. (Remontno-masterskiy tsekh)	Make larger machine repairs; make spare parts, loading devices and machines; foundry and other metal working for needs of the combine.	Prisoners, exiles, and free
24.	Motor Vehicle Depot (Avtobaza)	Provide local transport by truck and tractor; maintain and repair motorized stock.	Prisoners, exiles, and free
25.	Horse and Ox Depot (Konbaza)	Provide local transport with horse or ox-drawn vehicles.	Exiles, free, and prisoners
26.	Fodder Warehouse	Supply Dudinka and Norilsk horse depots with fodder.	Prisoners, exiles, and free
27.	Chief Mechanic's Section (Otdel glavnogo mekhanika)	Supervise all harbor machinery as to efficient and proper use; supervise timely capital, basic, and temporary repair according to plan; supervise use of scarce raw materials; arrange distribution of new equipment to industries.	Free and exiles
28.	Chief Energetics Section (Otdel glavnogo energetika), with the following subsections: Transformer station, diesel-electric plant in Dudinka, electrical repair shop, light and power network, central laboratory.	Supervise use of coal and other fuels; distribute and obligate electrical energy; maintain power line Norilsk-Dudinka and city lighting in Dudinka.	Exiles, free, and prisoners
29.	Radio Station (Radiousel)	Radio communication to other units of the combine and to ships.	Free
30.	Meteorological Service (Meteosluzhba)	Transmit weather forecasts and gather local data for work conditions, flying, and shipping.	Free
31	Technical Standards Section (Otdel tekh-minimuma)	Advance training in various crafts; establish level of skill of workers, and issue certificates of proficiency.	Free
32.	Bureau of Rationalization and Invention (Byuro ratsionalizatsii i izobretatelstva)	Act on suggestions made to committee of experts re improvement of work methods, machinery, and equipment; give monetary awards for approved	Free and exiles

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Number	Name of Organization	Duties	Type of Workers
		suggestions. Issue instructions on adoption of new inventions and make propaganda to bring work methods up to date.	
33.	Work Protection Section (Otdel okhrana truda)	Study accidents, suggest safe working methods and reward suggestions on this subject. Prohibit dangerous work and suggest punishment for disregard of safety rules. Make propaganda on improving work safety at the place of work and in the public press.	Free and exiles
34.	Communal Economy Section (Otdel kommunalnogo khozyaystvo)	Plan dwelling construction for combine employees, repair dwellings, maintain water distribution, care for local transport.	Free, exiles, and prisoners
35.	Polyclinic and hospital (Bolnitsa kombinata)	Medical care of combine employees. Medical exams.	Free and exiles
36.	Work and Salary Section (Otdel truda i zaplaty)	Prescribe work norms and wages suited to local conditions for all work in the combine. Establish wage scales in all subsections with aid of normirovshik of section and act as arbitrator in disputes between employer and employees.	Free and exiles
37.	Work-Conflict Commission (RKK- rabochaya konfliktnaya kommissiya)	Organ with power of law in work disputes to which each worker can turn. Works with Work and Salary Section.	Free
38.	Communal Court (Tovarishcheskiy sud)	Count of judgment by workers and officials of subsections; the court punishes flagrant violations of work discipline such as tardiness and absenteeism. Severest punishment is loss of 50 percent of salary for one year.	Free
39.	Special Section (Spetsotdelemiy)	MVD filial. Check employee reliability, distribute passes for forbidden work areas, guard prisoner work force by means of secret agents. Guard depots, warehouses, harbor area, and railroad area.	MVD
40.	Fire Protection Command (Pozharnoye k ommando)	Provide fire protection for combine property and make propaganda on fire protection.	Free and exiles
41.	Communist Youth (Komsomolskaya organizatsiya)	Organize local Komsomol groups in each industry, carry on political and labor agitation, and issue wall posters.	Komsomol

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Number	Name of Organization	Duties	Type of Workers
42.	Communist Party Organization (Partiinaya organizatsiya)	Organize Party units in industries; supervise tasks assigned by Party bureau on plan fulfillment and work discipline. Make political propaganda.	CP members
43.	Trade Union Organization (Profsoyuznaya organizatsiya)	Organize each industry's trade union structure, which has primary task to propagandize for plan fulfillment. Membership obligatory in practice. Dues one percent of gross pay.	Exiles and free. Generally all free workers

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